



# Grain Transportation Report

A weekly publication of the  
Transportation and Marketing Programs/Transportation Services Branch  
[www.ams.usda.gov/tmdtsb/grain](http://www.ams.usda.gov/tmdtsb/grain)

June 16, 2005

## Contents

Grain  
Transportation  
Indicators

Rail  
Transportation

Barge  
Transportation

Truck  
Transportation

Grain Exports

Ocean  
Transportation

Brazil  
Transportation

Contacts  
and  
Links

Subscription  
Information

-----  
The next  
release is  
June 23, '05

**Barged Grain Tonnages Decline.** For first quarter 2005, barge grain movements averaged 565,000 tons per week (see table 1). This is a 7.5 percent decrease from first quarter 2004, and 23 percent less than the 5-year average.

Table 1--Weekly grain barge shipments, 2000-2005

Year	1st quarter (Jan.-Mar.)	2d quarter (Apr.-June)	3d quarter (July-Sept.)	4th quarter (Oct.-Dec.)	Annual (Jan.-Dec.)
1,000 tons					
2000	799	948	975	989	928
2001	784	834	973	1,031	906
2002	900	1,013	912	1,084	977
2003	730	822	749	970	818
2004	611	695	565	871	686
2005	565				
5-yr. avg.	731	862	835	989	863

Source: U.S. Army Corps of Engineers

Typically, first quarter barge movements are comparatively low, since the upper reaches of the Mississippi River are frozen from mid-December to mid-March. The Illinois and Ohio Rivers remain open, as well the Mississippi River at St. Louis and below.

Several factors contributed to this year's unusually low first quarter volumes. Grain and oilseeds were diverted to the Pacific Northwest to take advantage of more favorable ocean freight rates for that region. More soybeans were railed to the Pacific Coast to meet increased Asian demand.

The use of covered barges for non-agricultural commodities has increased, reducing the availability of barges to transport grain. Importers of cement, iron ore, and other steel-related products have been using empty northbound grain barges to transport non-agricultural commodities to inland destinations. This creates delays in the normal grain barge repositioning process and has decreased first quarter movements. Northbound barges are delivered to non-grain areas, and must be moved to grain originating points after the non-grain cargo is unloaded and the barge has been cleaned. Furthermore, northbound barges with cargo travel slower than empty barges, adding more time to complete the cycle.

Adding to low first quarter volumes is the increasing number of grain barges being retired. The *2005 Barge Fleet Profile* (Informa Economics) reports that in each of the last 6 years, the overall barge fleet has declined. However, Trinity Industry's Inland Barge Group reports strong orders for new hopper barges, which may indicate a recovery in the hopper barge industry. Jeffboat LLC, another barge builder and a division of America Commercial Barge Lines, has also indicated an increase in barge orders. <http://www.trin.net/>, <http://www.jeffboat.com/>

Table 2--St. Louis to New Orleans - Tariff rate \$3.99 per ton

	1st quarter (Jan.-Mar.)	2d quarter (Apr.-June)	3d quarter (July-Sept.)	4th quarter (Oct.-Dec.)
2000	145	110	201	153
2001	166	127	159	166
2002	126	100	113	175
2003	153	101	163	219
2004	138	119	225	287
2005	261			
5-yr. avg.	146	111	172	200

Source: USDA/AMS/TSB

As barges move more kinds of commodities, barge rates have increased. The average 2005 first quarter barge rate for St. Louis to the Gulf was 261 percent of tariff, an 89 percent increase from 2004 (261 tariff at a \$3.99 St. Louis tariff rate equals \$10.41 per ton) (see table 2).

**New Website for Barge Data.** Transportation Services Branch now hosts a website with downloadable barge data. Click on <http://www.ams.usda.gov/tmd/TSB/barge.htm> for data on barge shipments and freight rates. [Nick.Marathon@usda.gov](mailto:Nick.Marathon@usda.gov)

# Grain Transportation Indicators

**Table 1--Grain transport cost indicators\***

Week ending	Truck	Rail	Barge	Ocean	
				Gulf	Pacific
06/15/05	153	n/a	123	222	178
<b>Compared with last week</b>	↑	n/a	↓	↓	↓

\*Indicator: Base year 2000 = 100; Weekly updates include truck = diesel (\$/gallon); rail = nearby secondary rail market (\$/car);

barge = spot Illinois River basis (index = percent of tariff rate); and ocean = routes to Japan (\$/metric ton)

Source: Transportation & Marketing Programs/AMS/USDA

**Table 2--Market update: U.S. origins to export position price spreads (\$/bushel)**

Commodity	Origin--destination	6/10/2005	6/3/2005
Corn	IL--Gulf	-0.47	-0.48
Corn	NE--Gulf	-0.57	-0.59
Soybean	IA--Gulf	-0.65	-0.74
HRW	KS--Gulf	-0.91	-0.90
HRS	ND--Portland	-1.58	-1.43

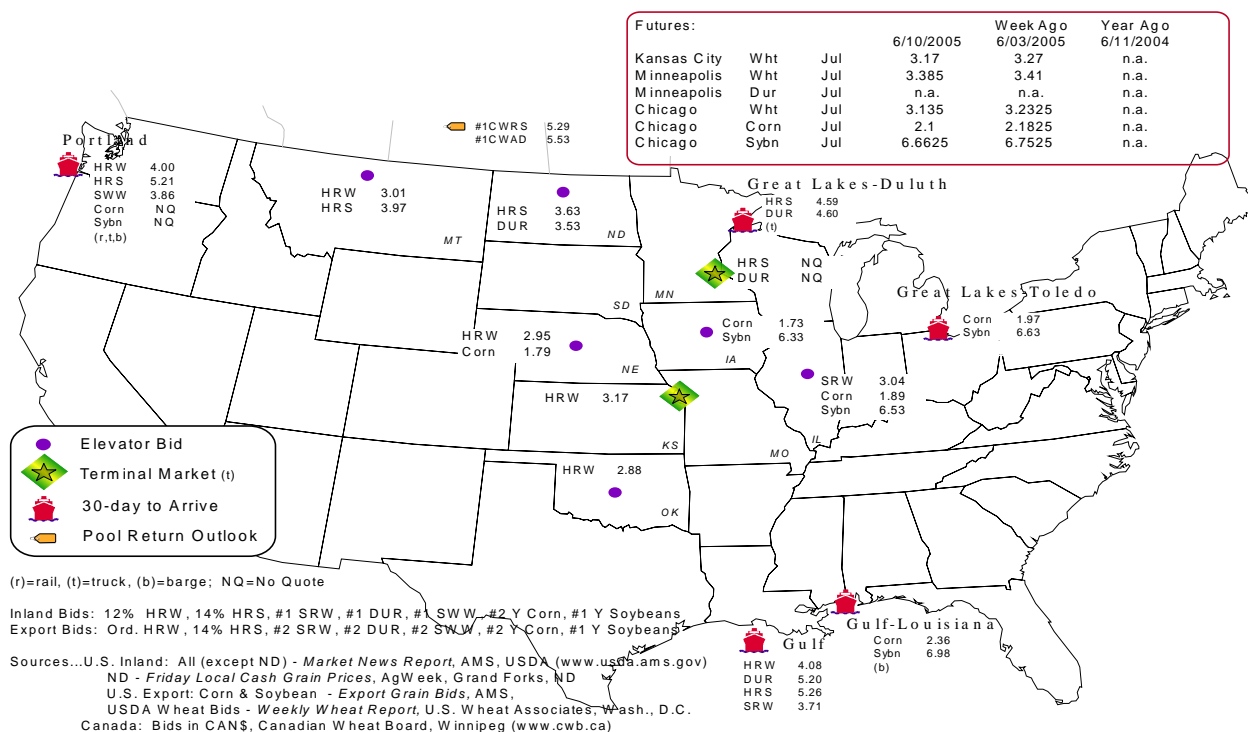
Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1

## Grain bid summary



# Rail Transportation

**Table 3--Rail deliveries to port (carloads)\***

Week ending	Mississippi Gulf	Texas Gulf	Cross-Border Mexico	Pacific Northwest	Atlantic & East Gulf	Total
06/08/2005 <sup>p</sup>	68	1,643	1,723	3,292	17	6,743
06/01/2005 <sup>r</sup>	140	1,010	1,216	4,653	0	7,019
2005 YTD	5,751	37,624	39,081	102,899	7,167	192,522
2004 YTD	4,272	51,799	23,230	97,416	3,832	180,549
2005 as % of 2004	135	73	168	106	187	107
Total 2004	10,475	92,073	67,992	209,625	10,986	391,151
Total 2003**	14,843	88,194	48,805	157,125	20,509	329,476

(\*) Incomplete Data; as of 9/22/04, Cross-Border movements included; (\*\*) Excludes 53rd week; YTD = year-to-date; p = preliminary data;

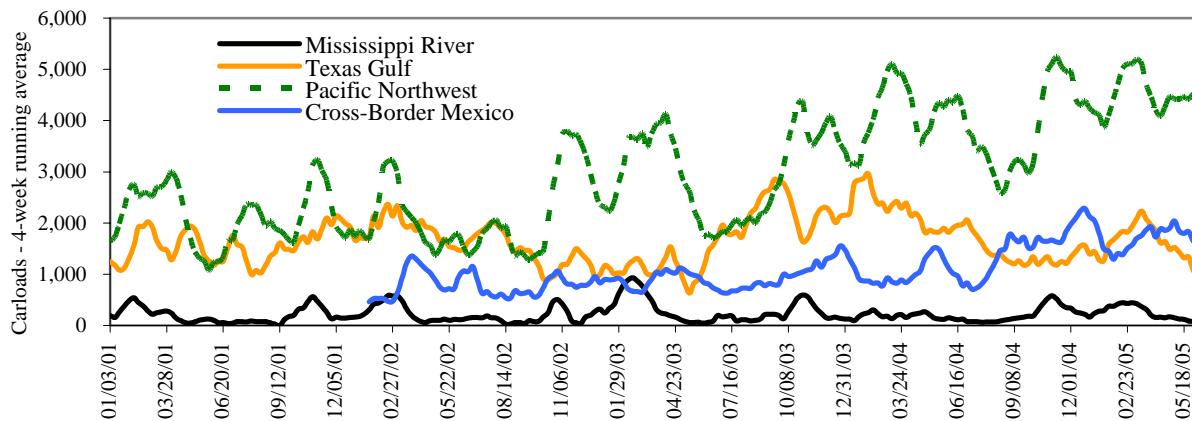
r = revised data

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 40 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

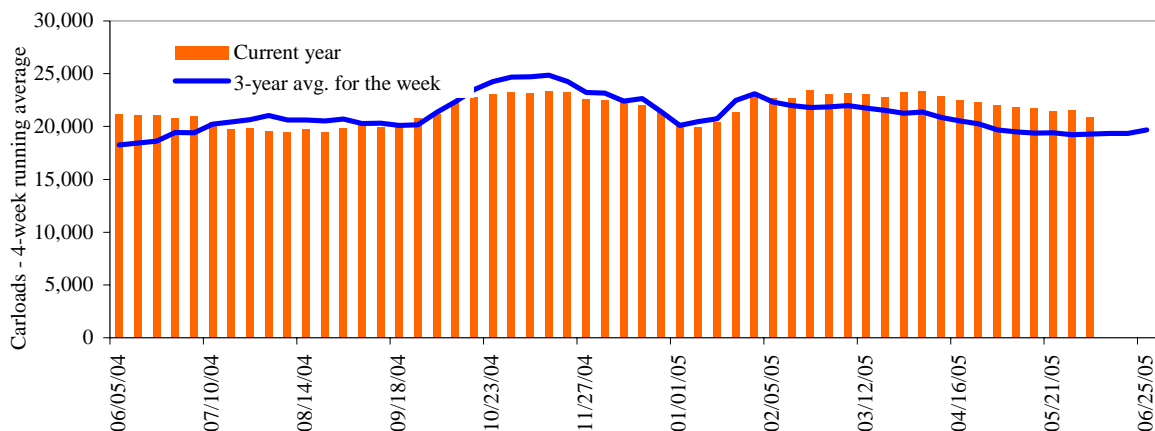
## Rail deliveries to port



Source: Transportation & Marketing Programs/AMS/USDA

Figure 3

## Total weekly U.S. grain car loadings for Class I railroads



Source: Association of American Railroads

**Table 4--Class I rail carrier grain car bulletin (grain carloads originated)**

Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
06/04/05	2,585	2,865	6,870	420	5,446	18,186	3,494	3,663
This week last year	2,742	2,886	7,826	300	5,405	19,159	4,091	4,177
2005 YTD	66,497	74,252	204,406	13,708	132,881	491,744	94,507	88,454
2004 YTD	64,114	72,141	199,494	11,055	146,228	493,032	103,510	81,348
2005 as % of 2004	104	103	102	124	91	100	91	109
Total 2004	142,206	169,650	458,587	27,618	327,510	1,125,571	237,664	210,060

Source: Association of American Railroads (www.aar.org); YTD = year-to-date

**Table 5--Rail car auction offerings, week ending 6/11/05 (\$/car)\***

Delivery for:	Jul. 05	Aug. 05	Sep. 05
BNSF <sup>1</sup>			
COT/N. grain	no bid	\$21	\$76
COT/S. grain	no bid	\$7	\$98
UP <sup>2</sup>			
GCAS/Region 1	no bid	\$1	no offer
GCAS/Region 2	no offer	\$1	no offer

\*Average premium/discount to tariff, last auction

<sup>1</sup>BNSF - COT = Certificate of Transportation

N includes: ID, MN, MT, ND, OR, SD, WA, WI, WY, and Manitoba, Canada.

S includes: CO, IA, IL, KS, MO, NE, OK, TX, NM, AZ, CA, UT, and NV.

<sup>2</sup>UP - GCAS = Grain Car Allocation System

Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

Source: Transportation & Marketing Programs/AMS/USDA

---

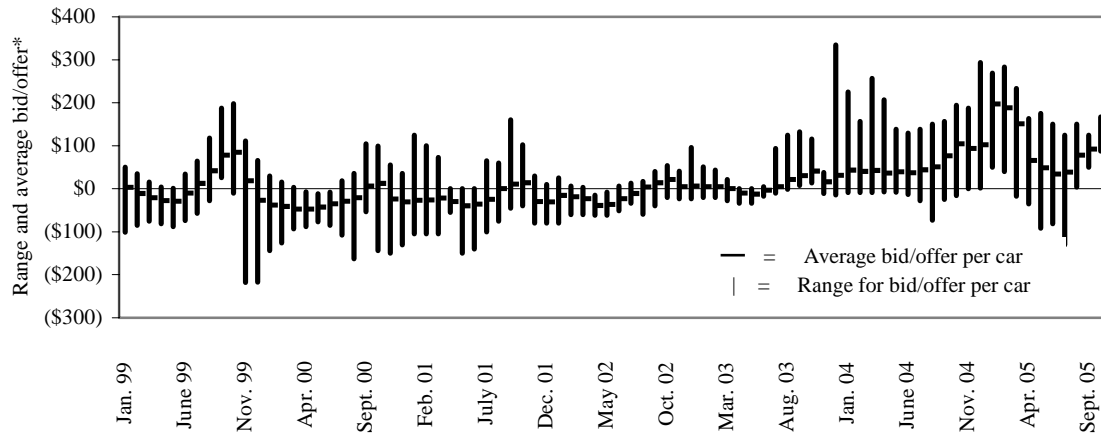
Rail service may be ordered directly from the railroad via **auction** for guaranteed service or tariff for nonguaranteed service or through the secondary market.

---

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4

**Secondary rail car market, delivery month-year**



\*up to 6 months of trading

Source: Transportation & Marketing Programs/AMS/USDA

**Average bid/offer** is the simple average of all the weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

**Range for bid/offer** shows the range of average weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

**Table 6--Weekly secondary rail car market, week ending 6/11/05 (\$/car)\***

	Delivery period			
	Jul-05	Aug-05	Sep-05	Oct-05
BNSF-GF	-\$50	\$46	\$84	\$100
Change from last week	-\$50	-\$8	-\$12	\$12
UP-Pool	-\$130	\$4	\$57	\$125
Change from last week	-\$80	-\$29	-\$47	-\$13

\*Average premium/discount to tariff, \$/car-last week

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,

Missing value = no bid quoted; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

**Table 7--Tariff rail rates for unit and shuttle train shipments\***

<b>Effective date:</b>					
6/6/2005	<b>Origin region</b>	<b>Destination region</b>	<b>Rate/car</b>	<b>Rate/metric ton</b>	<b>Rate/bushel**</b>
<b><u>Unit train*</u></b>					
Wheat	Chicago, IL	Albany, NY	\$1,861	\$20.51	\$0.56
	Kansas City, MO	Galveston, TX	\$2,020	\$22.27	\$0.61
	South Central, KS	Galveston, TX	\$2,335	\$25.74	\$0.70
	Minneapolis, MN	Houston, TX	\$2,420	\$26.68	\$0.73
	St. Louis, MO	Houston, TX	\$2,245	\$24.75	\$0.67
	South Central, ND	Houston, TX	\$3,709	\$40.88	\$1.11
	Minneapolis, MN	Portland, OR	\$4,198	\$46.27	\$1.26
	South Central, ND	Portland, OR	\$4,198	\$46.27	\$1.26
	Northwest, KS	Portland, OR	\$4,266	\$47.02	\$1.28
	Chicago, IL	Richmond, VA	\$2,002	\$22.07	\$0.60
Corn	Chicago, IL	Baton Rouge, LA	\$2,510	\$27.67	\$0.70
	Council Bluffs, IA	Baton Rouge, LA	\$2,440	\$26.90	\$0.68
	Kansas City, MO	Dalhart, TX	\$1,965	\$21.66	\$0.55
	Minneapolis, MN	Portland, OR	\$3,600	\$39.68	\$1.01
	Evansville, IN	Raleigh, NC	\$1,791	\$19.74	\$0.50
	Columbus, OH	Raleigh, NC	\$1,700	\$18.74	\$0.48
	Council Bluffs, IA	Stockton, CA	\$3,606	\$39.75	\$1.01
	Chicago, IL	Baton Rouge, LA	\$2,455	\$27.06	\$0.74
Soybeans	Council Bluffs, IA	Baton Rouge, LA	\$2,455	\$27.06	\$0.74
	Minneapolis, MN	Portland, OR	\$3,610	\$39.79	\$1.08
	Evansville, IN	Raleigh, NC	\$1,791	\$19.74	\$0.54
	Chicago, IL	Raleigh, NC	\$2,391	\$26.36	\$0.72
<b><u>Shuttle Train*</u></b>					
Wheat	St. Louis, MO	Houston, TX	\$1,895	\$20.89	\$0.57
	Minneapolis, MN	Portland, OR	\$3,898	\$42.97	\$1.17
Corn	Fremont, NE	Houston, TX	\$2,665	\$29.38	\$0.75
	Minneapolis, MN	Portland, OR	\$3,450	\$38.03	\$0.97
Soybeans	Council Bluffs, IA	Houston, TX	\$2,785	\$30.70	\$0.84
	Minneapolis, MN	Portland, OR	\$3,410	\$37.59	\$1.02

\*A unit train refers to shipments of at least 52 cars. Shuttle train rates are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

\*\*Approximate load per car = 100 short tons: corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

Sources: [www.bnsf.com](http://www.bnsf.com), [www.cpr.ca](http://www.cpr.ca), [www.csx.com](http://www.csx.com), [www.uprr.com](http://www.uprr.com)

**Table 8--Tariff rail rates for U.S. bulk grain shipments to the U.S.-Mexico border**

<b>Effective date:</b>						
6/6/2005	Origin state	Border crossing region	Train size	Rate/car <sup>1</sup>	Rate/metric ton	Rate/bushel**
Wheat	KS	Brownsville, TX	Shuttle	\$2,851	\$29.13	\$0.79
	ND	Eagle Pass, TX	Shuttle	\$5,399	\$55.17	\$1.50
	OK	El Paso, TX	Shuttle	\$2,264	\$23.13	\$0.63
	OK	El Paso, TX	Unit	\$2,432	\$24.85	\$0.68
	AR	Laredo, TX	Unit	\$2,383	\$24.35	\$0.66
	IL	Laredo, TX	Unit	\$3,188	\$32.57	\$0.89
	MT	Laredo, TX	Shuttle	\$4,190*	\$42.81	\$1.16
	TX	Laredo, TX	Shuttle	\$1,993*	\$20.36	\$0.55
	MO	Laredo, TX	Shuttle	\$2,731	\$27.90	\$0.76
	WI	Laredo, TX	Unit	\$3,405	\$34.79	\$0.95
Corn	NE	Brownsville, TX	Shuttle	\$3,104	\$31.72	\$0.80
	NE	Brownsville, TX	Unit	\$3,645*	\$37.24	\$0.95
	IA	Eagle Pass, TX	Shuttle	\$3,334	\$34.07	\$0.86
	MO	Eagle Pass, TX	Shuttle	\$3,040*	\$31.06	\$0.79
	NE	Eagle Pass, TX	Shuttle	\$3,440*	\$35.15	\$0.89
	IA	Laredo, TX	Unit	\$3,258	\$33.29	\$0.84
Soybean	IA	Brownsville, TX	Shuttle	\$2,880	\$29.43	\$0.80
	MN	Brownsville, TX	Shuttle	\$3,176	\$32.45	\$0.88
	NE	Brownsville, TX	Shuttle	\$2,688	\$27.47	\$0.75
	NE	Eagle Pass, TX	Shuttle	\$2,765	\$28.25	\$0.77
	IA	Laredo, TX	Unit	\$2,918	\$29.82	\$0.81

A unit train refers to shipments of at least 52 cars. Shuttle train are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

<sup>1</sup>Rates are based upon published tariff rates for high-capacity rail cars.

\*High-capacity rate not available, rate estimated using published low-capacity tariff rate x 1.08

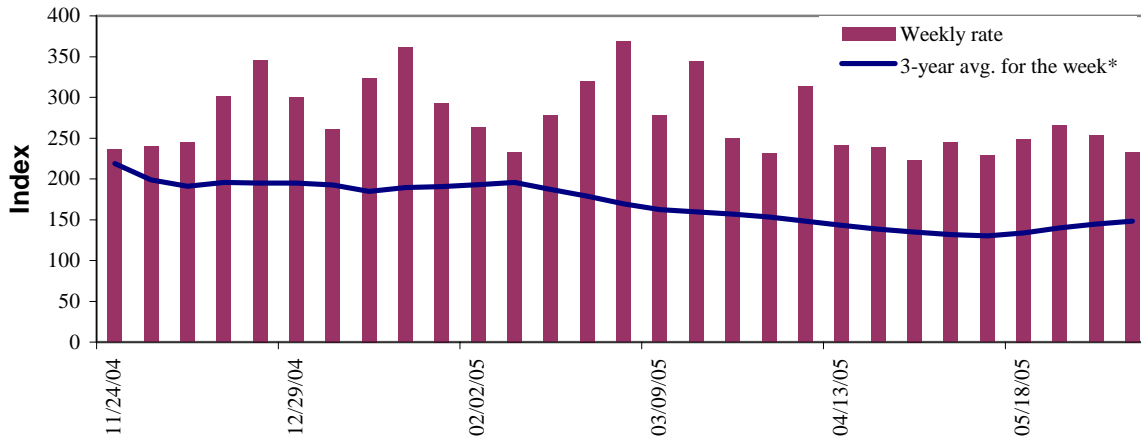
\*\*Approximate load per car = 97.87 metric tons: Corn 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

Sources: www.bnsf.com, www.uprr.com

# Barge Transportation

Figure 5

**Illinois River barge rate index - quotes**



Note: Index = percent of tariff rate; \*4-week moving average

Source: Transportation & Marketing Programs/AMS/USDA

The **Illinois River barge rate index** averaged 183 percent of the **benchmark tariff rates** between 1999 and 2001, based on weekly market quotes. The **index**, along with **rate quotes** and **futures market bids** are indicators of grain transport supply and demand.

**Table 9--Barge rate quotes: southbound barge freight**

Location	6/8/2005	6/1/2005	July '05	Sept. '05
Twin Cities	287	282	295	340
Mid-Mississippi	243	264	269	327
Illinois River	233	253	256	324
St. Louis	178	188	207	321
Lower Ohio	169	183	207	325
Cairo-Memphis	167	174	200	314

Index = percent of tariff, based on 1976 tariff benchmark rate

Source: Transportation & Marketing Programs/AMS/USDA

## Calculating barge rate per ton:

(Index \* 1976 tariff benchmark rate per ton)/100

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map (see figure 6).

Note: The Illinois barge rate is for Beardstown, IL, La Grange Lock & Dam

Figure 6

**Benchmark tariff rates**

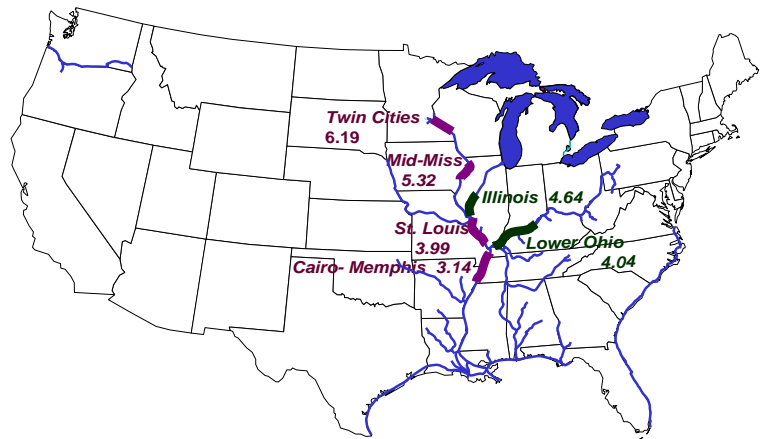
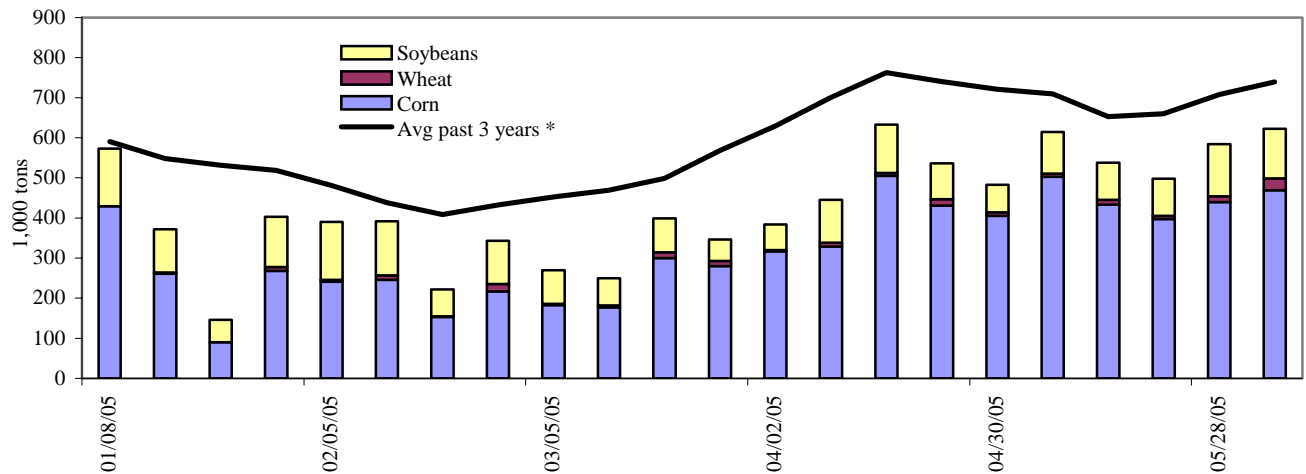




Figure 7

**Barge movements on the Mississippi River (Locks 27 - Granite City, IL)**

\* 4-week moving average

Source: Transportation &amp; Marketing Programs/AMS/USDA

**Table 10--Barge grain movements (1,000 tons)**

Week ending 6/04/2005	Corn	Wheat	Soybean	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	173	9	41	0	222
Winfield, MO (L25)	289	24	97	2	412
Alton, IL (L26)	460	30	115	2	606
Granite City, IL (L27)	469	30	123	2	623
<b>Illinois River (L8)</b>	161	5	22	0	188
<b>Ohio River (L52)</b>	49	0	7	0	56
<b>Arkansas River (L1)</b>	0	17	9	0	26
2005 YTD	9,005	682	3,439	324	13,450
2004 YTD	10,442	1,128	2,293	342	14,205
2005 as % of 2004 YTD	86	60	150	95	95
Total 2004	26,235	2,701	6,784	843	36,563

YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1.

"Other" refers to oats, barley, sorghum, and rye.

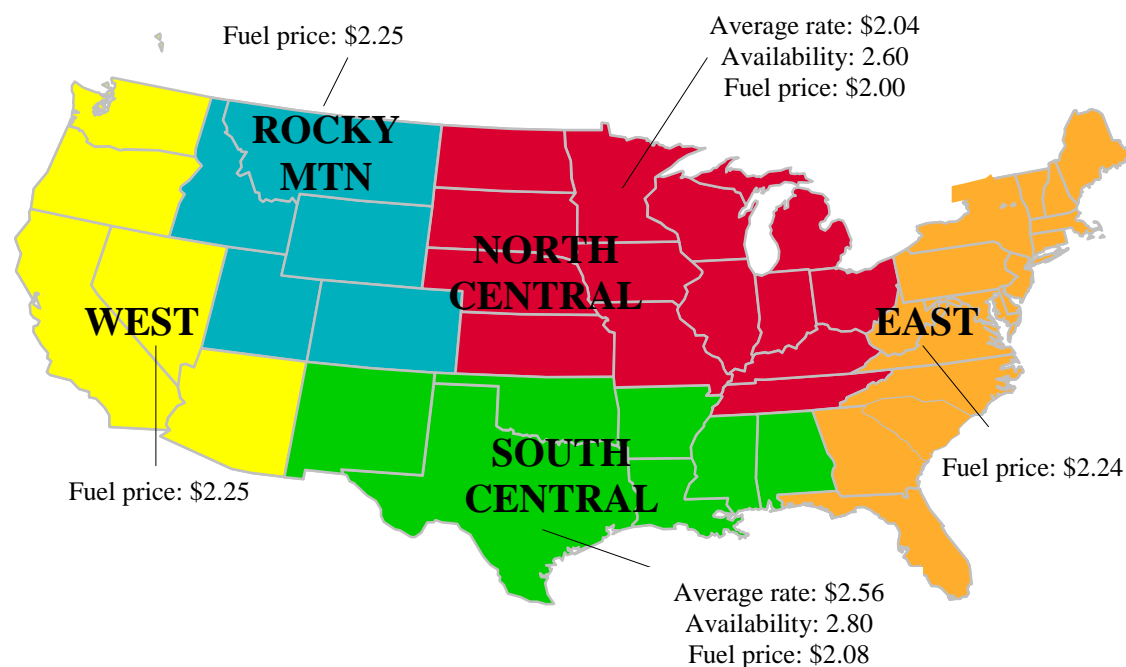
Source: U.S. Army Corp of Engineers ([www.mvr.usace.army.mil/mvrmi/omni/webprts/default.asp](http://www.mvr.usace.army.mil/mvrmi/omni/webprts/default.asp))

Note: Total may not add exactly, due to rounding

# Truck Transportation

Figure 8

U.S. grain truck market advisory, 1st quarter 2005\*



\*Average rate per loaded mile, based on truck rates for trips of 25, 100, and 200 miles

Note: Fuel prices are a quarterly average (unit per gallon)

Fuel price data source: Energy Information Administration, U.S. Department of Energy, [www.eia.doe.gov](http://www.eia.doe.gov)

Table 11--U.S. grain truck market overview, 1<sup>st</sup> quarter 2005

Region/commodity*	25 miles	100 miles	200 miles	Truck availability	Truck activity	Future truck activity
	Rate per mile			Rating compared to same quarter last year		
				1=Very easy to 5=Very difficult	1=Much lower to 5=Much higher	
<b>National average<sup>1</sup></b>	<b>2.91</b>	<b>1.96</b>	<b>1.73</b>	<b>2.6</b>	<b>2.6</b>	<b>2.9</b>
<b>North Central region<sup>2</sup></b>	2.65	1.89	1.59	2.6	2.8	3.1
Corn	3.25	2.37	2.01	2.9	2.4	3.1
Wheat	1.52	1.44	1.39	2.6	2.9	2.9
Soybean	3.25	2.37	2.01	2.7	2.7	3.2
<b>South Central region<sup>2</sup></b>	3.34	2.25	2.08	2.8	2.1	2.4
Corn	3.02	2.19	1.98	2.8	2.0	2.0
Wheat	3.13	2.18	2.08	3.0	2.3	2.7
Soybean	4.71	2.32	2.06	2.3	2.0	2.3

Rates are based on trucks with 80,000 lb weight limit

\*Commodity averages based on truck rates for top producing states based on National Agricultural Statistics Service/USDA

<sup>1</sup>National average includes: AR, CO, IA, IL, IN, KS, LA, MN, MS, ND, NE, OH, OK, OR, SD, TX, and WA.

<sup>2</sup>Commodity rates per mile include the average of the top 3 producing states within the region.

Source: Transportation and Marketing Programs/AMS/USDA

The **weekly diesel price** provides a proxy for trends in U.S. truck rates. Diesel fuel is a significant expense for truck grain movements, accounting for 37 percent of the estimated variable cost.

**Table 12--Retail on-highway diesel prices\*, week ending 06/13/05 (US\$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.308	0.045	0.621
	New England	2.399	0.046	0.589
	Central Atlantic	2.399	0.056	0.619
	Lower Atlantic	2.261	0.040	0.625
II	Midwest	2.248	0.050	0.591
III	Gulf Coast	2.247	0.034	0.612
IV	Rocky Mountain	2.210	0.019	0.331
V	West Coast	2.364	0.025	0.366
	California	2.457	0.036	0.406
Total	U.S.	2.276	0.042	0.565

\*Diesel fuel prices include all taxes.

Source: Energy Information Administration/U.S. Department of Energy ([www.eia.doe.gov](http://www.eia.doe.gov))

# Grain Exports

**Table 13--U.S. export balances (1,000 metric tons)**

Week ending 1/	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
6/2/2005	1,465	354	1,279	427	124	3,649	6,386	1,522	11,557
This week year ago	1,807	1,497	1,451	743	175	5,673	8,520	1,111	15,304
Cumulative exports-crop year 2/									
2004/05 YTD	48	5	32	21	0	105	34,419	27,801	62,325
2003/04 YTD	134	18	54	63	22	290	36,742	22,918	59,950
2004/05 as % of 2003/04	36	28	59	33	0	36	94	121	104
2003/04 Total	12,697	3,785	6,928	4,889	1,053	29,353	47,704	24,102	101,159
2002/03 Total	6,896	2,899	6,645	3,517	720	20,677	39,646	28,908	89,231

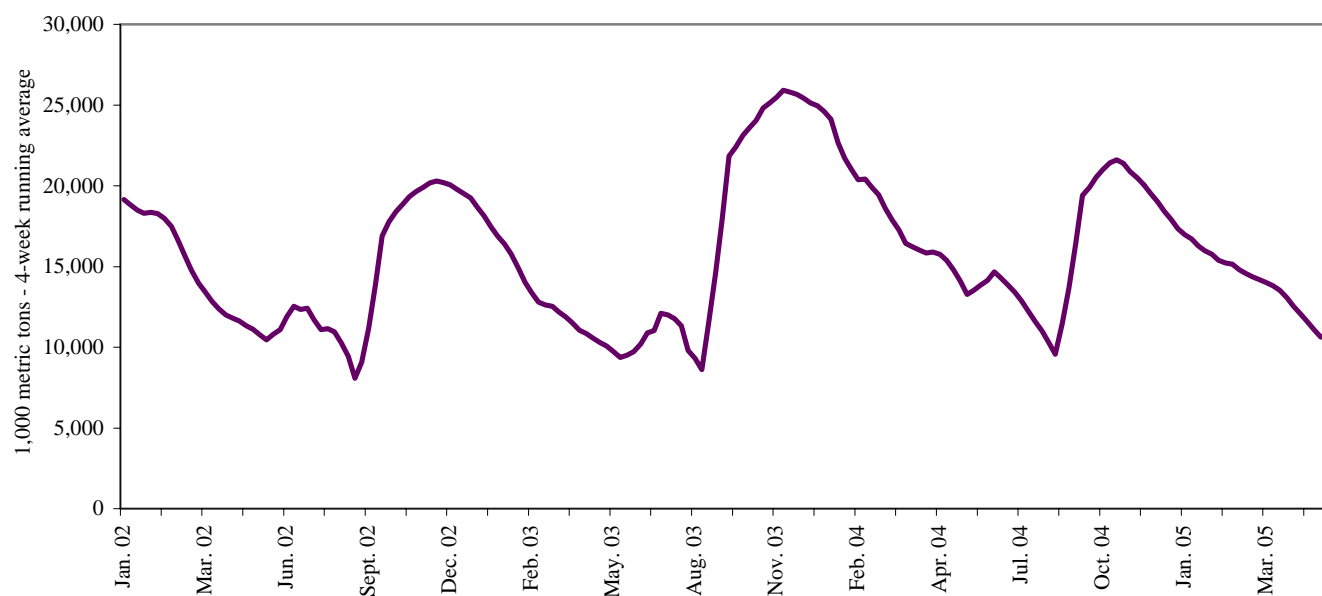
Note: YTD = year-to-date. Crop year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31, 1/ = Current outstanding unshipped export sales to date

2/ = New crop year in effect for wheat

Source: Foreign Agricultural Service/USDA ([www.fas.usda.gov](http://www.fas.usda.gov))

Figure 9

**U.S. grain, unshipped export balance, including wheat, corn, and soybean sales**



Source: Foreign Agricultural Service/USDA ([www.fas.usda.gov](http://www.fas.usda.gov))

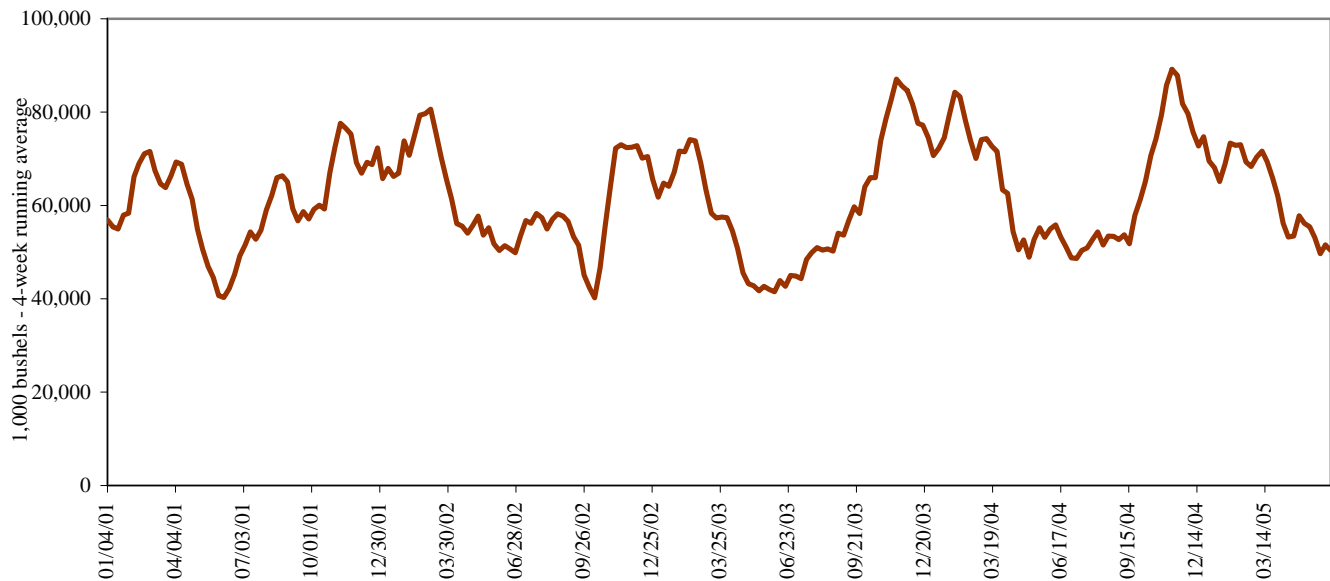
**Table 14--Select U.S. port regions - grain inspections for export (1,000 metric tons)**

Week ending	Pacific Region			Mississippi Gulf			Texas Gulf			Port Region total		
	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Pacific	Mississippi	Texas
06/09/05	99	74	62	109	635	116	84	5	0	235	859	90
2005 YTD	4,692	4,188	3,201	2,394	11,978	7,806	2,556	267	6	12,081	22,177	2,829
2004 YTD	5,111	4,930	1,764	3,300	14,224	5,763	4,385	49	14	11,806	23,288	4,448
2005 as % of 2004	92	85	181	73	84	135	58	542	43	102	95	64
2004 Total *	12,121	9,741	4,753	7,154	32,851	15,540	7,936	131	23	26,615	55,546	8,089

Source: Federal Grain Inspection Service/USDA ([www.usda.gov/gipsa](http://www.usda.gov/gipsa)); YTD: year-to-date; \* includes 53rd week

The United States exports approximately one-quarter of the grain it produces. On average, it includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 55 percent of these U.S. export grain shipments departed through the Mississippi Gulf region in 2004.

Figure 10

**U.S. grain inspected for export (wheat, corn, and soybeans)**

Source: Federal Grain Inspection Service/USDA ([www.usda.gov/gipsa](http://www.usda.gov/gipsa))

# Ocean Transportation

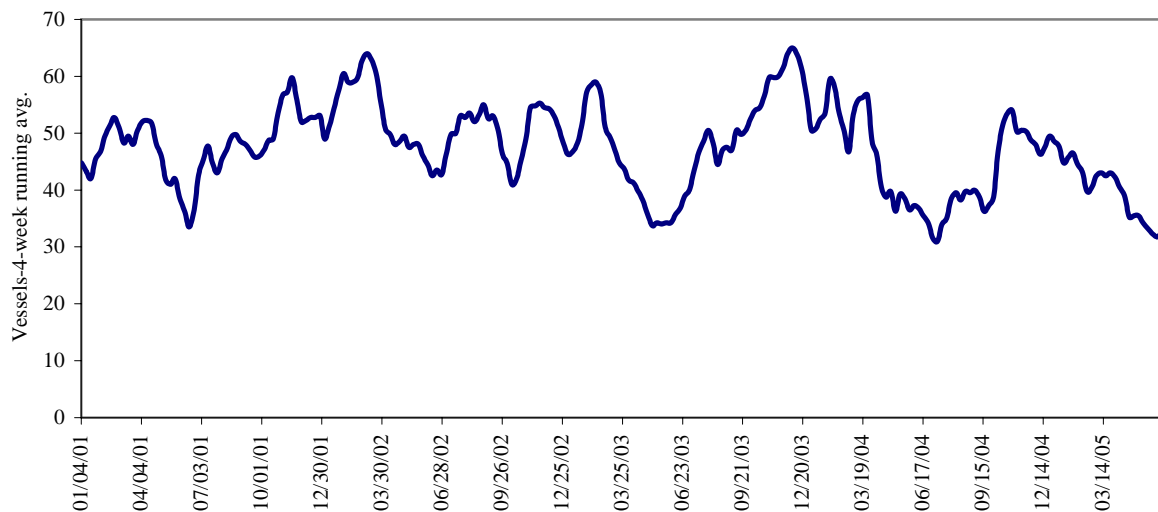
**Table 15--Weekly port region grain ocean vessel activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
6/9/2005	14	32	47	6	8
6/2/2005	20	30	44	6	12
2004 range	(10..43)	(25..73)	(38..96)	(4..16)	(0..18)
2004 avg.	24	45	61	9	6

Source: Transportation & Marketing Programs/AMS/USDA

Figure 11

**Gulf Port grain vessel loading (past 7 days)**



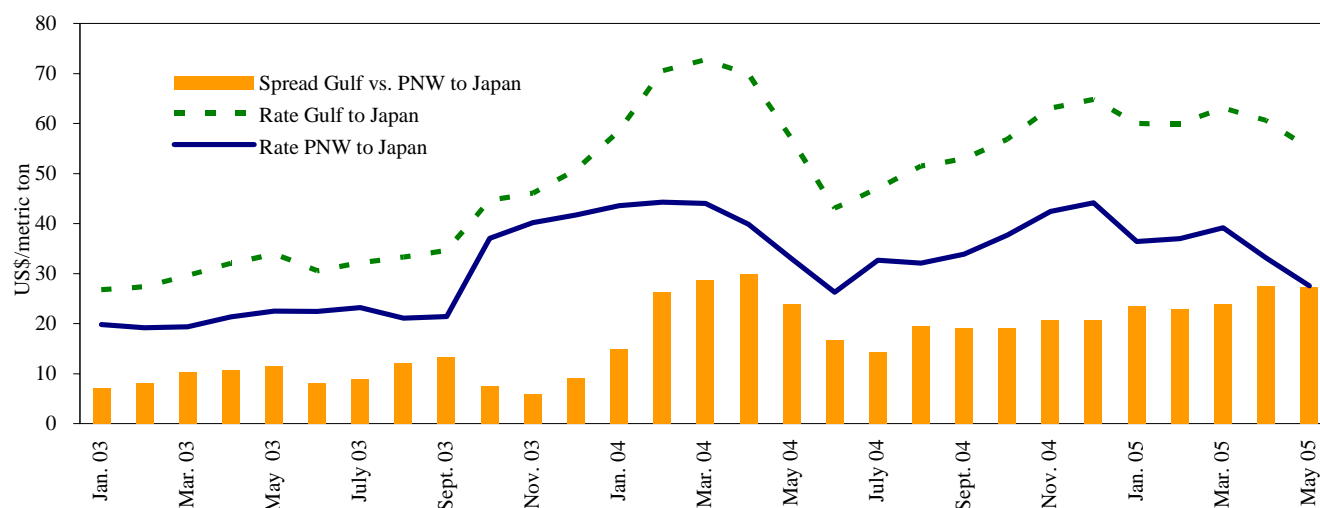
Source: Transportation & Marketing Programs/AMS/USDA

**Table 16--Quarterly ocean freight rates (average rates & percentage changes) (US\$/metric ton)**

Countries/ regions	2005 1st qtr	2004 1st qtr	Percent change	Countries/ regions	2005 1st qtr	2004 1st qtr	Percent change
<b>Gulf to</b>				<b>Pacific NW to</b>			
Japan	\$60.18	\$73.75	-18	Japan	---	---	---
China	\$57.50	\$46.63	23	<b>Argentina/Brazil to</b>			
Taiwan	---	\$68.00	---	N. Africa	\$59.25	\$61.07	-3
N. Africa	\$48.00	\$46.25	4	China	---	---	---
Med. Sea	---	\$46.50	---				

Source: Maritime Research, Inc. (www.maritime-research.com)

Figure 12

**Grain vessel rates, U.S. to Japan**

Source: Baltic Exchange (www.balticexchange.com)

**Table 17--Ocean freight rates for selected shipments, week ending 06/11/05**

Export region	Import region	Grain	Month	Volume loads (metric tons)	Freight rate (\$/metric ton)
U.S. Gulf	Djibouti*	Wheat	Jun 1/10	22,740	89.29
U.S. Gulf	Honduras	Wheat	May 11/21	9,330	39.99
U.S. Gulf	Algeria	Hvy Grain	Jun 10/15	25,000	42.50
St. Lawrence	S. Africa	Wheat	Jun 10/20	34,000	42.00
Great Lakes	Algeria	Hvy Grain	Jun 20/30	18,000	57.00
River Plate	Turkey	Soybean	Jun 1/8	20,000	49.00

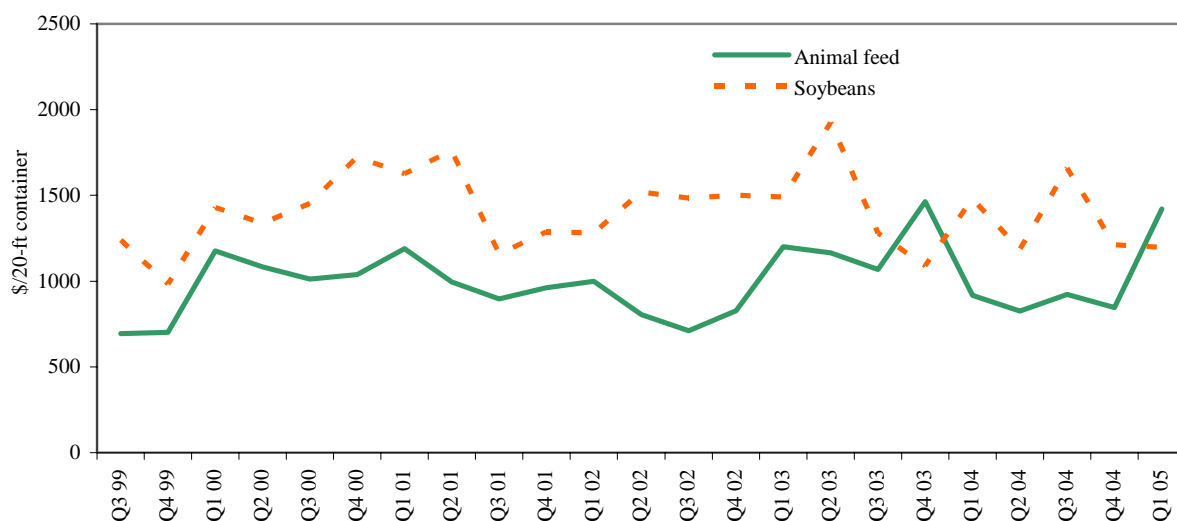
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

\*Most food aid from the United States is required to be shipped on U.S. flag vessels. The vessels are limited in availability resulting in higher rates. In addition, destinations receiving food aid generally lack adequate port unloading facilities, requiring the vessel to remain in port for a longer duration than normal.

Source: Maritime Research Inc. (www.maritime-research.com)

Figure 13

**Weighted average rates<sup>1</sup> for containerized shipments of animal feed and soybeans to selected Asian countries**



<sup>1</sup> Animal Feed: Busan-Korea (22%), Kaohsiung-Taiwan (28%), Tokyo-Japan (38%), Hong Kong (9%), Bangkok-Thailand (3%) and soybeans: Busan-Korea (1%), Keelung-Taiwan (81%), Tokyo-Japan (12%), Bangkok-Thailand (4%), Hong Kong (1%)

Quarter 1, 2005.

Source: Ocean Rate Bulletin, Transportation & Marketing Programs/AMS/USDA

---

Container ocean freight rates – average rate per twenty-foot equivalent unit (TEU) weighted by shipping line market share and trade route.

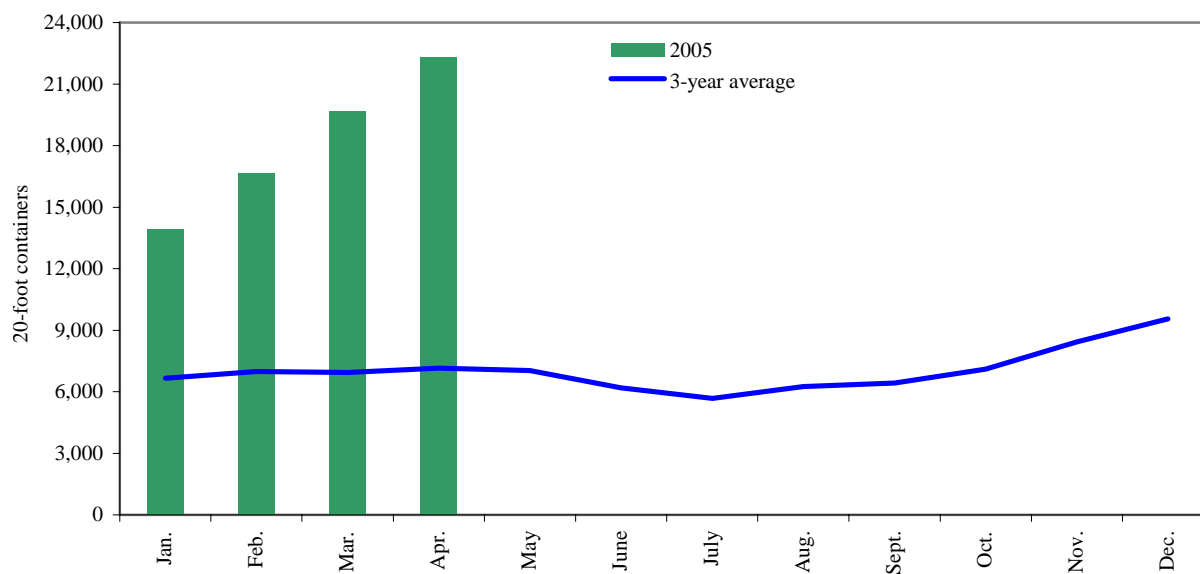
---

The percentage of U.S. grain exported in containers was 3 percent in 2004.

---

Figure 14

**Monthly shipments of containerized grain to Asia for 2005 compared with a 3-year average**



Source: Port Import Export Reporting Service (PIERS), *Journal of Commerce*

Note: PIERS data is available with a lag of approximately 40 days



# Brazil Transportation

Figure 15  
Routes and Regions considered in the Brazilian soybean export transportation indicator<sup>1</sup>



<sup>1</sup> Regions comprised 84 percent of Brazilian soybean production, 2003  
Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS

**Table 18--Truck rates for selected Brazilian soybean export transportation routes, 1st quarter 2005**

Route #	Origin <sup>1</sup> (reference city)	Destination	Distance (miles) <sup>2</sup>	Weight(%) <sup>3</sup>	Freight price (per 100 miles) <sup>4</sup>
1	Northwest RS <sup>5</sup> (Cruz Alta)	Rio Grande	288	16.6	4.46
2	North MT(Sorriso)	Santos	1190	10.1	5.86
3	North MT(Sorriso)	Paranaguá	1262	9.5	5.54
4	South GO(Rio Verde)	Santos	587	7.0	4.40
5	South GO(Rio Verde)	Paranaguá	726	5.6	3.79
6	North Center PR(Londrina)	Paranaguá	268	4.4	7.19
7	Western Center PR(Mamborê)	Paranaguá	311	3.9	5.22
8	Triangle MG(Uberaba)	Santos	339	3.8	7.28
9	West PR(Assis Chateaubriand)	Paranaguá	377	3.7	5.83
10	West Extreme BA(São Desidério)	Ilhéus	544	3.6	6.53
11	Southeast MT(Primavera do Leste)	Santos	901	3.6	6.18
12	Southeast MT(Primavera do Leste)	Paranaguá	975	3.3	6.22
13	Southwest MS(Maracaju)	Paranaguá	612	3.1	5.78
14	Southwest MS(Maracaju)	Santos	652	2.9	5.84
15	West PR(Assis Chateaubriand)	Santos	550	2.5	6.18
16	Western Center RS(Tupanciretã)	Rio Grande	273	2.4	5.03
17	Southwest PR(Chopinzinho)	Paranaguá	291	2.3	6.00
18	Eastern Center PR(Castro)	Paranaguá	130	2.3	10.20
19	South Center PR(Guarapuava)	Paranaguá	204	2.1	8.39
20	North Center MS(São Gabriel do Oeste)	Santos	720	2.0	5.39
21	Ribeirão Preto SP(Guairá)	Santos	314	1.5	6.38
22	Northeast MT(Canarana)	Santos	950	1.4	6.66
23	Assis SP(Palmital)	Santos	285	1.2	6.16
24	Northeast MT(Canarana)	Paranaguá	1075	1.2	5.90
<b>Average</b>			<b>626</b>	<b>100</b>	<b>5.67</b>

<sup>1</sup>Although each origin region comprises several cities, the main city is considered as a reference to establish the freight price

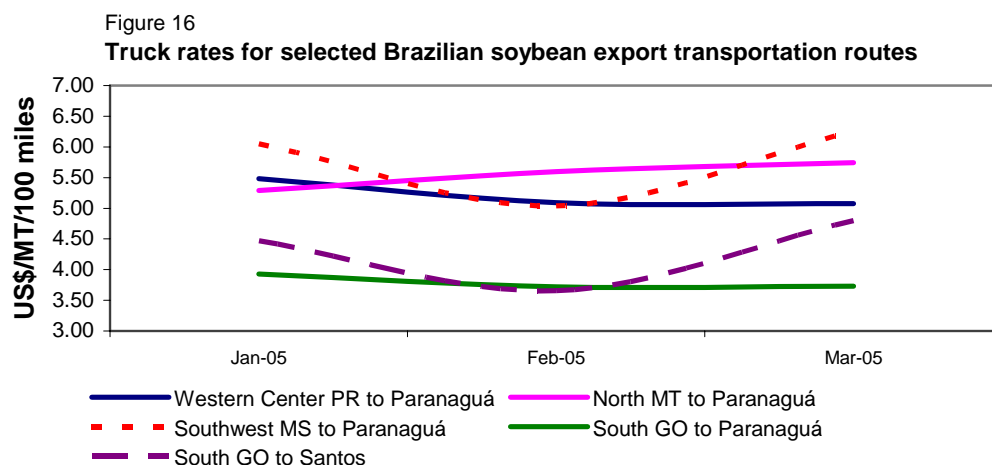
<sup>2</sup>Distance from the main city of the considered region to the mentioned ports

<sup>3</sup>The weight is directly proportional to the amount of production in each region

<sup>4</sup>US\$ per metric ton (average monthly exchange rate from "Banco Central do Brasil" was used to convert Brazilian reais to the U.S. dollar)

<sup>5</sup>RS = Rio Grande Do Sul, MT= Mato Grosso, GO = Goiás, PR = Paraná, MG = Minas Gerais, BA = Bahia, MS = Mato Grosso Do Sul, SP = São Paulo

Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS



Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

**Table 19--Monthly Brazilian soybean export truck transportation cost index**

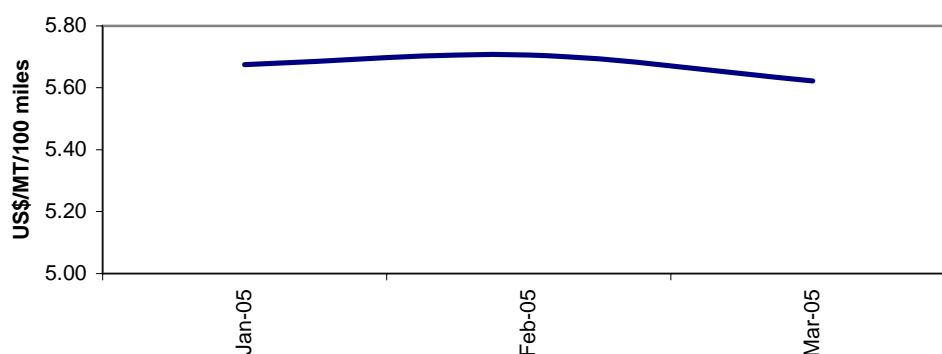
Month	Freight price* (per 100 miles)	Index variation (%) (Base: prior month)	Index value (Base: Jan. 05 = 100)
Jan. 05	5.67		100.00
Feb. 05	5.71	0.5	100.54
Mar. 05	5.62	-1.5	99.08

\*weighted average and quoted in US\$ per metric ton

Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS

Figure 17

**Brazilian soybean export truck transportation weighted average prices, 2005**



Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS

**Table 20--Quarterly ocean freight rates for shipping soybeans from selected Brazilian ports to Hamburg, Germany (US\$/metric ton)\***

Ports	2005 1st qtr
Santos	\$45.53
Paranagua	\$44.64
Rio Grande	\$44.20

\*correspond to the average actual values negotiated between shippers and carriers and weighted according to the magnitude of the shipped volumes

Source: Sistema de Informações de Fretes, SIFRECA, ESALQ/USP (University of São Paulo, Brazil)

# Contacts and Links

## Contact Information

Coordinator		
Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@usda.gov">surajudeen.olowolayemo@usda.gov</a>	(202) 690-1328
Grain Transportation Indicators		
Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@usda.gov">surajudeen.olowolayemo@usda.gov</a>	(202) 690-1328
Rail		
Marvin Prater	<a href="mailto:marvin.prater@usda.gov">marvin.prater@usda.gov</a>	(202) 690-6290
Johnny Hill	<a href="mailto:johnny.hill@usda.gov">johnny.hill@usda.gov</a>	(202) 720-4211
Barge Transportation		
Karl Hacker	<a href="mailto:karl.hacker@usda.gov">karl.hacker@usda.gov</a>	(202) 690-0152
Nicholas Marathon	<a href="mailto:nick.marathon@usda.gov">nick.marathon@usda.gov</a>	(202) 690-0331
Truck Transportation		
Karl Hacker	<a href="mailto:karl.hacker@usda.gov">karl.hacker@usda.gov</a>	(202) 690-0152
John Batson	<a href="mailto:john.batson@usda.gov">john.batson@usda.gov</a>	(202) 690-1312
Grain Exports		
Johnny Hill	<a href="mailto:johnny.hill@usda.gov">johnny.hill@usda.gov</a>	(202) 720-4211
Ocean Transportation		
Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	<a href="mailto:surajudeen.olowolayemo@usda.gov">surajudeen.olowolayemo@usda.gov</a>	(202) 690-1328
April Taylor (Container rates)	<a href="mailto:april.taylor@usda.gov">april.taylor@usda.gov</a>	(202) 690-1326
Johnny Hill (Vessels)	<a href="mailto:johnny.hill@usda.gov">johnny.hill@usda.gov</a>	(202) 720-4211

**Subscription Information:** To subscribe to the GTR for a weekly email copy, please contact Deen Olowolayemo at [surajudeen.olowolayemo@usda.gov](mailto:surajudeen.olowolayemo@usda.gov) or 202-690-1328 (1303) (*printed copies are also available upon request*).

## Related Websites

<i>Agricultural Container Indicators</i>	<a href="http://www.ams.usda.gov/tmd2/agci/">http://www.ams.usda.gov/tmd2/agci/</a>
<i>Ocean Rate Bulletin</i>	<a href="http://www.ams.usda.gov/tmd/Ocean/index.asp">http://www.ams.usda.gov/tmd/Ocean/index.asp</a>

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, sex, religion, age, disability, political beliefs, sexual orientation or marital or family status. (Not all prohibited bases apply to all programs). Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotope, etc.) should contact the USDA's TARGET Center at (202)720-2600 (Voice and TDD).

To file a complaint of discrimination, write USDA, Director of Civil Rights, Room 326-W, Whitten Building, 14<sup>th</sup> and Independence Avenue, SW, Washington, DC 20250-9410, or call (202) 720-5964 (voice and TDD). USDA is an equal opportunity provider and employer.